

Murray City Municipal Council Chambers Murray City, Utah

The Municipal Council of Murray City, Utah, met on Tuesday, the 16TH day of February, 2010 at 6:30 p.m., for a meeting held in the Murray City Council Chambers, 5025 South State Street, Murray, Utah.

Roll Call consisted of the following:

Jeff Dredge,	Council Chair - Conducted
Krista Dunn,	Council Member
Darren Stam,	Council Member
Jared Shaver,	Council Member
Jim Brass,	Council Member

Others who attended:

Dan Snarr,	Mayor
Jan Wells,	Chief of Staff
Michael Wagstaff,	City Council Director
Carol Heales,	City Recorder
Frank Nakamura,	City Attorney
Doug Hill,	Public Works Director
Tim Tingey,	Community & Economic Development Director
Gil Rodriguez,	Fire Chief
Robbie Robertson,	Former Council Member
Citizens	

A. OPENING CEREMONIES

1. Pledge of Allegiance - Former Council Member Robbie Robertson
2. Introduction of the Scouts
3. Approval of Minutes

None Scheduled

4. Special Recognitions

1. **Presentation of a Joint Resolution of the Mayor and Municipal Council of Murray City expressing gratitude and appreciation to Robert (Robbie) D. Robertson for his contribution to the community as a City Council Member.**

Mr. Dredge read the proclamation. Whereas Robert D. Robertson served as a Murray City District 2 Council Member from January 8, 2002 through January 4, 2010 and where as Robbie's many years of military service and behalf of our country instilled him a desire to continue serving at the community level. Robbie more than faithfully served residents of District 2 and the greater area of Murray City with the utmost integrity and honor and whereas, during his tenure as a Council Member, he also served on Utah State Records Committee, Utah Police Officer's Standards and Training Council, and as a board member on the Salt Lake Valley Emergency Communications Center Board. Whereas Robbie served during a time of substantial growth and redevelopment when an extra ordinary amount of time and energy was devoted to the affairs of Murray City and whereas Robbie maneuvered with grace and poise through various political landscapes and during that time was an example of integrity and inclusion, always enhancing and improving processes, policies and procedures, and whereas, throughout his term in office, providing a quiet since of conscience and leadership that created ongoing mutual respect and admiration between collogues, employees, and residents alike. Now, therefore, be it resolved by the Municipal Council and Mayor of Murray City that the City expresses its most sincere appreciation and gratitude to Robert D. Robertson for the many years of service and contributions that will be realized now and well into the future. Should it be passed and adopted this 5th day of January 2010?

This Joint Resolution was previously passed.

Mr. Shaver commented. Your service, not only to your Country, but your devotion to the Constitution and this Country is one of the things that I have really come to appreciate in you. Your willingness to serve this community for that many years and with the Police Department, the service your provide them, I just wanted to say thank you and let you know that I'm very grateful for what you've done.

Ms. Dunn commented. It was a great eight years for us to serve

together and thank you for everything, it was great.

Mr. Dredge commented we love you Robbie.

Mayor Snarr asked Robbie and his wife to come up. Mayor Snarr commented. You're looking at a person that I admired from day one because of his dedication to his Country. First and foremost, he realized that serving the Country to preserve the freedoms we have is essential for us to be able to have this meeting here today. We're very fortunate that Robbie dedicated his life in the service of others. You know how much I love him and appreciate him. He's just been a wonderful asset for our City, but also for our trained officers throughout the State of Utah. He's done an excellent job in firearms instruction. He's had a wonderful companion by his side. He's a very lucky, lucky man. They always say behind every good man is an absolutely incredible great woman and you have one Robbie. I know this is to recognize you, but your wife deserves to be recognized as well today. I love you and appreciate you. Just a good, steady person who didn't get too wiled up during some controversial things that happened during his tenure on the City Council. He stayed the course, he's steady. I think you learn that in the Military, don't ya? I know those were some of the great lessons I was taught when I served in the Military as well. Robbie, if you'd like to say a few words, we'd appreciate it.

Mr. Robertson commented. I asked my wife to come up with me because I couldn't have done it without her. Those of you who serve know how much of an important part your families play and how much their support is absolutely necessary if you're going to be successful. In those days when my health wasn't too good, and the chemo was getting the best of me, she drove me here and wheeled me in the wheel chair and came back and got me when it was necessary, when Jeff didn't say no, I'll take you home. She's been just a super support in everything I've ever done. I just couldn't do this without telling her how much I love and appreciate her. Jeff, I noticed that there's a whole bunch of "whereas" there. Just thought maybe you'd get away from all those "whereas". They've been trying for years to put a limit on the number of "whereas" in those. I want the Council Members to know how much I love and appreciate them. How much Krista did for me when I came on the Council and I know she's doing, along with Jeff and Jim, doing the same for you. Gentleman, as you begin your service, because it's a necessary thing to have someone put their arm around you and get you through that first months or year or whatever it takes to get on top of it. I also want to say how grateful I am that members of District 2 allowed me to serve. What a great experience. I've said it before, but I'll say it again, I would hate to think of doing this without the great employees that our City has and the great, great Department Heads that make it all work. When you get those calls, and you guys are probably getting them, and somebody's got a problem, it's wonderful to be able to call a Department Head, with the Mayor's office permission, and know that they'll do everything they can to solve the problems. I appreciate those of you who serve our City. Thank you again and after all those we did I never ever thought I'd have one of my own. Thank you very much.

Ms. Dunn commented. The other thing Rob, the great think, we're done with this and you get to leave, if you want.

B. CITIZEN COMMENTS (Comments are limited to 3 minutes unless otherwise approved by the Council.)

None Given.

C. CONSENT AGENDA

1. **Consider confirmation of the Mayor's appointment of Sherrie Spencer to the Murray Shade Tree and Beautification Commission in an At-Large position for a three-year term to expire June 30, 2012. (Mayor Snarr presenting.)**

Mr. Shaver made a motion to acceptance the recommendation of confirmation.
Mr. Stam 2nd the motion.

Call vote recorded by Carol Heales:

A Mr. Stam
A Mr. Brass
A Mr. Shaver
A Ms. Dunn
A Mr. Dredge

Motion passed 5-0

Mr. Snarr commented. She isn't here, she had another commitment. But if you obviously look at her resume, she's very talented, she's a talented artist. And I said bring your art experience to help in beautify the City on the Shade Tree Commission. I think she'd do an excellent job. Her roots are with her brother here who lives in Murray as well and they have a great history of giving and sharing.

D. PUBLIC HEARINGS

1. Staff and sponsor presentations, public comment and discussion prior to Council action on the following matter:

A. An Ordinance amending Section 17.168.090(C) of the Murray City Municipal Code relating to a Transit-Oriented Development District (TOD).

B. An Ordinance amending Ordinance 07-10 adopting the Fireclay Redevelopment Project Area Street Network, Circulation Plan, and Street Design Cross Sections as part of the Transit Oriented

Development District Design Guidelines

(PowerPoint presentation attached at the end of the minutes.)

Staff presentation: Tim Tingey, Community Economic Development Director.

Council for the record, I'm Tim Tingey, Director of Community and Economic Development. I want to go through a number of issues. I know you've seen a lot of this with the Redevelopment Agency meetings that we've had. This also went to the Planning Commission, these changes to both the ordinance and to our transportation master plan. I'm just going to briefly highlight some things. This is proposed site, it's the area in Fireclay between the two Trax lines the light rail and the heavy rail tracks on the west. This is the proposed development; you're very familiar with that.

The proposed changes to the transportation master plan, I'm going to take these in opposite order. These are the elements that relate to; first is the elimination of 4235 South. So, 4235 South, that's the area to the north, that's the road in our transportation master plan that was originally configured to connect in. That is being proposed to be eliminated, primarily because of the adjacency to the other street. The close proximity. There's not a huge need for that connection because we're bounded on the north there by the creek. So that is the reason for that proposal.

Modification of a section of 125 West to allow for a meandering trail. That's the portion adjacent to the light rail on the southeast side, that portion right there. I want to touch on an additional issue related to that. There's modifications to 200 West which is the road to the west and there are a number of modifications including limited reduction to landscape strip between the trail and roadway, going from 10.5 feet, which is required, to less than that, due to some property configuration issues there. The property is not completely square and there's a need to meander that and have a little bit less than that required landscaping. Zero foot front setback only along 200 West, which in my opinion, is in keeping with the urban type flavor that we want to have in this area. A 6 foot sidewalk and 5.5 foot planter strip between 4500 South and 4350 South. And modification to 4400 South which allows for option "b" which is allowed in our plan right now to go to that option. It's basically going from a 9.5 foot to 5.5 foot planter strip area. We wanted to highlight that as one of the requests to this. And then a change to 4250 South form a couplet to residential street. That couplet would have been one way and without the connection, with adjacent property acquired that one way street would go nowhere. And then allow for option "b" on 4350 South and increase the curb radius on Fireclay Avenue to 28 feet.

Now there's two additional issues and we included one in the packed to you, related to the bridge. We've had the designers of the bridge meet with our Engineering Department; Public Services Department as well as Community and Economic Development staff. To include the 10.5 feet of sidewalk would increase the cost by close to \$200,000.00. So what their requesting is to modify that to bring it down to 6 feet, which would eliminate that extra garter requirement and so that's part of the request and well and increasing the curb radius to 28 feet on 4575 South to allow for emergency vehicular access or just better maneuverability in that area.

Then in addition to that, it was brought to our attention by the applicant that on the area on 125 West, the section that is to the east up on that southern

side, they had calculated the 35 feet of landscaping and sidewalk area, but part of that calculation included a portion of the rail that goes up the gravel area that connects up to the rail line and they cannot include that as landscape area. So they want to reduce that down by 6 feet. It would still give us 18 foot of landscape, the 10 foot of, basically meandering trail width, and it's something that we feel will work with that.

So based upon all of these requests, our recommendation includes all of these elements. It would include reducing the sidewalk width on the bottom there, but you see on number 2, allowing for that 28 foot width rail side trail corridor with 10 foot width trail and 18 feet of landscape. So that's a change. And then the changes to 9 and 10 which were included in your packet which allows for that radius and the reduction in sidewalk on the bridge. This is our recommendation with these changes. I want to reiterate a couple of things related to this recommendation. This is all been through the conceptual process. We still have to go through permitting, site plan review, and these are the recommendations for the changes. There aren't any other changes as far as what we're recommending tonight. So as we go through that process, they're going to have to adhere to the transportation master plan and the ordinance as well related to that. So this is the issue related to the transportation master plan.

On the proposed change to the ordinance, it's simply to allow for additional flexibility on parking to properties west of the UTA Trax line which is this property. It allows for basically what we have in our transient oriented development zoning ordinance of a 75% reduction if there's parking structures. We're recommending that west of the Trax we allow for that reduction for a number of reasons. Number 1, we feel like that close proximity to the Trax line, it's appropriate to have these type of reductions. And also, as part of this contiguous development with phase 3, there will be parking structures in place in the future. So based upon that, we're recommending modification to the transient oriented development ordinance as well as the recommendation that you see here for the transportation master plan. I'm happy to answer any questions.

Mr. Stam asked. Tim, there's only one question that I had, see if I read it right, on that bridge, reducing it from 10.5 feet to 6 feet. Is there a sidewalk on both sides?

Mr. Tingey responded. Yes there is. So it would be 6 feet on both sides.

Mr. Brass commented. One of the reasons for having the wide sidewalks is for walk ability so that several people can walk down the sidewalk past each other. But I think on a bridge, we're clearly inviting cars to go over the bridge and that wouldn't apply there so I don't see that as being a big issue on that piece.

Mr. Brass asked do we have an agreement?

Mr. Tingey responded. We don't have an agreement in place yet.

Mr. Brass asked. Does any of this effect that one way or the other?

Mr. Tingey responded. These additional modifications will affect the attachments to that agreement, as well as the renderings, which will be a part and we're going to have to be comfortable with the renderings as well as the site plan because they are part of the agreement.

Mr. Shaver asked. I want to follow up with that then. Based on what I'm hearing you say, the inference is there would be other changes as you start to make or get closer to that, there may be other things that will come up. Like with the sidewalk where you say it can only go so far because of the steel or the stairway that has to go up to meet. So it would be other things that we'll be seeing as well?

Mr. Tingey responded. We're not anticipating other things on the site plan related to the ordinance or the transportation master plan. If there are those things, they either have to adhere to what we have right now, with these changes as, as well as what's in place now, or they would have to come back through a process to address those issues. So the bottom line is, these recommendations that's what stands right now and if you approve that, that's what would be in place with our ordinance and with our transportation master plan.

Public hearing opened for public comment.

None given.

Public comment closed.

Council consideration of the above matter to follow Public Hearing (items A and B).

Mr. Shaver made a motion to adopt the Ordinance.
Ms. Dunn 2nd the motion.

Call vote recorded by Carol Heales:

A Mr. Stam
A Mr. Brass
A Mr. Shaver
A Ms. Dunn
A Mr. Dredge

Motion passed 5-0

E. UNFINISHED BUSINESS

None scheduled

F. NEW BUSINESS

None scheduled

G. MAYOR'S REPORT

Mayor Snarr commented. I think most of you are aware we're in ongoing discussions with the In and Out Burger. It's been about a year and 2 months during the course of the discussion about it. They will be in Murray, it's just a matter of them deciding exactly what economically makes the most sense for them. I think most of you are aware of that. So we look forward to them sometime in the next 2 months making an announcement as to where they'll be located in Murray.

H. QUESTIONS OF THE MAYOR

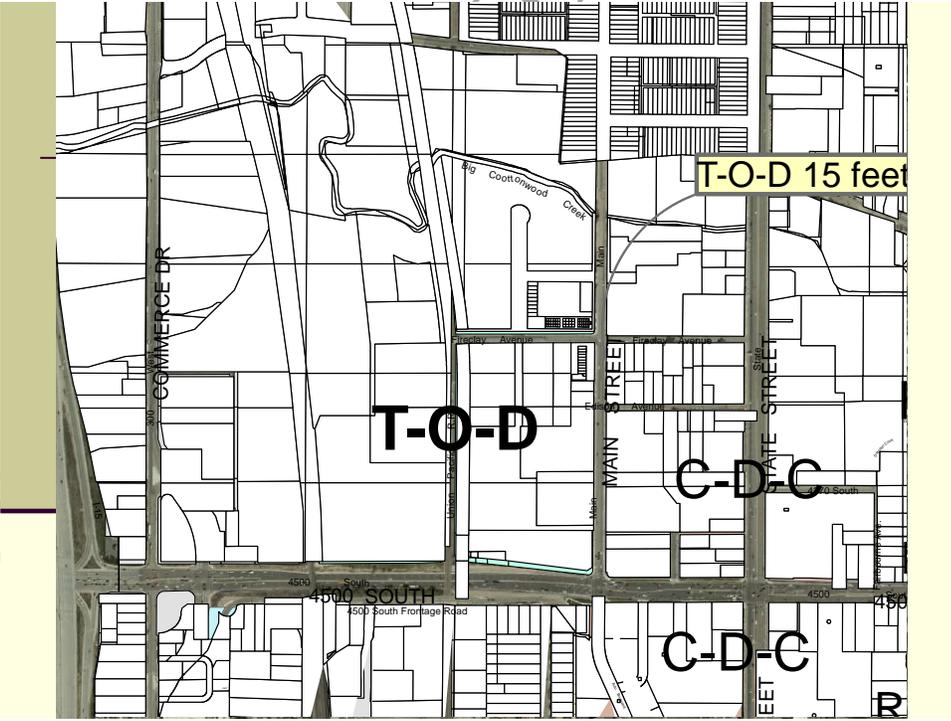
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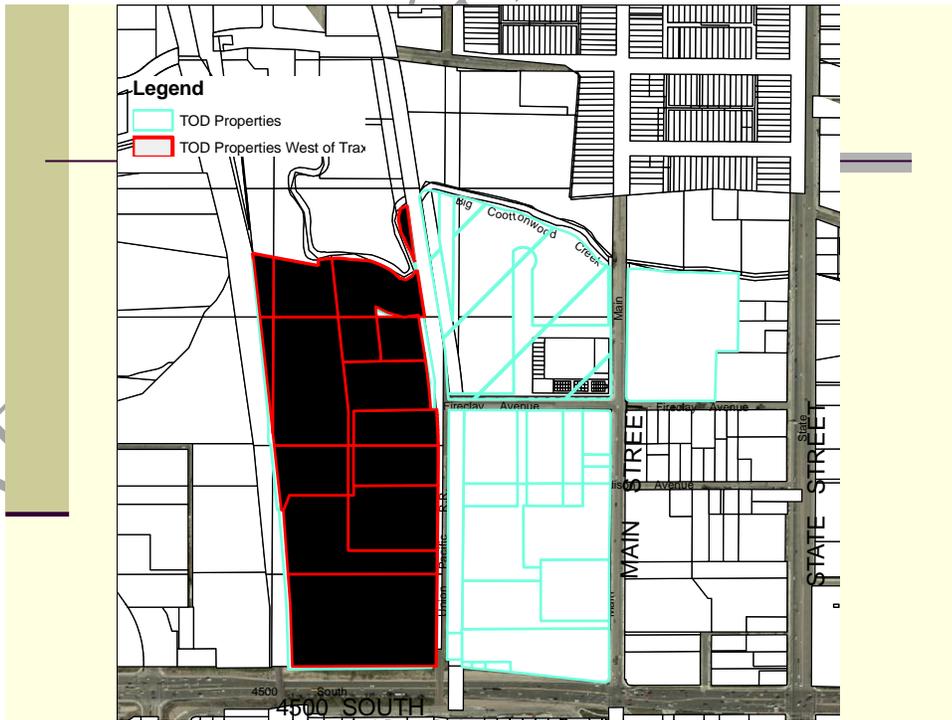
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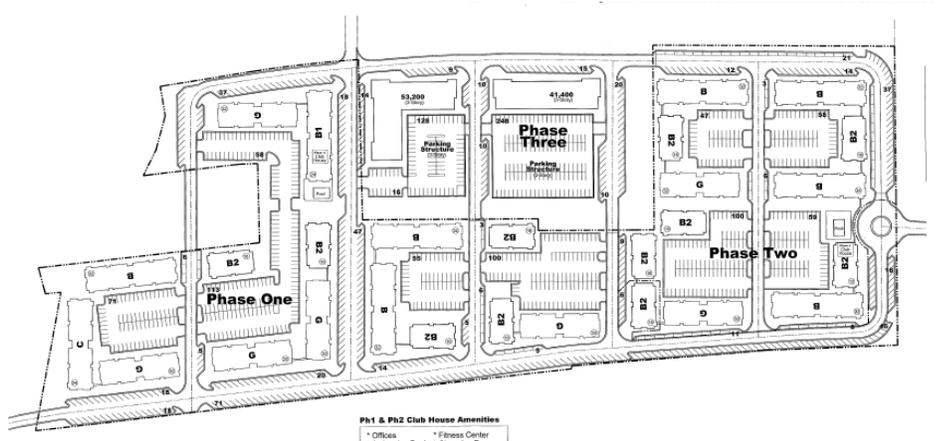
PowerPoint Presentation

**Fireclay Transportation
Master Plan and
TOD Ordinance Amendment**

Murray City Council February 16, 2010





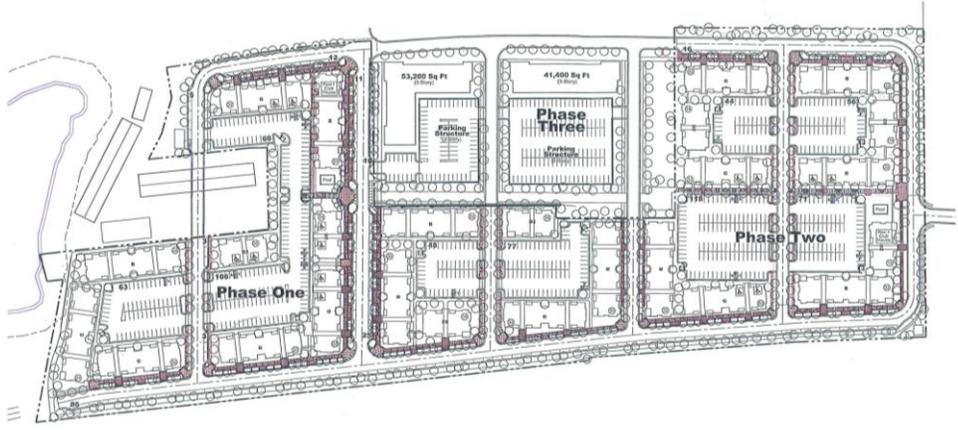


- Ph1 & Ph2 Club House Amenities**
- Offices
 - Swimming Pool
 - Theater Room
 - Kitcherette
 - Fitness Center
 - Changing Rooms
 - Community Room

Site Summary-Ph1		Site Summary-Ph2		Site Summary-Ph3	
Total Units	400 Units	Total Units	268 Units	Retail Area	34,800
Parking Requirement		Parking Requirement		Office Area	60,000
1x1 Units	80 1.5 sp	1x1 Units	48 1.5 sp	Total Square Feet	94,800
2x1 Units	92 1.5 sp	2x1 Units	64 1.5 sp		
3x2 Units	108 1.5 sp	2x2 Units	70 1.5 sp	Parking Requirement	457 Sp
3x2 Units	120 1.85 sp	3x2 Units	86 1.85 sp	Total Parking	480 Sp
Total Req'd	642 sp	Total Req'd	432 sp		
Total Parking	676 Sp	Total Parking	449 Sp		



**Fireclay
 Concept Plan**
 Murray, Utah



Site Summary-Ph1		Site Summary-Ph2		Overall Parking Ratio	
Total Units	400 Units	Total Units	268 Units	Total Units	668 Units
Unit Summary		Unit Summary		Total Parking	808 Sp
1x1 Units	80	1x1 Units	48	Parking Ratio	1.21 sp/unit
2x1 Units	92	2x1 Units	48		
2x2 Units	108	2x2 Units	86		
3x2 Units	120	3x2 Units	86		
Total Parking (1.2 sp/unit)	484 Sp	Total Parking (1.2 sp/unit)	325 Sp		



**Fireclay
 Concept Plan**
 Murray, Utah

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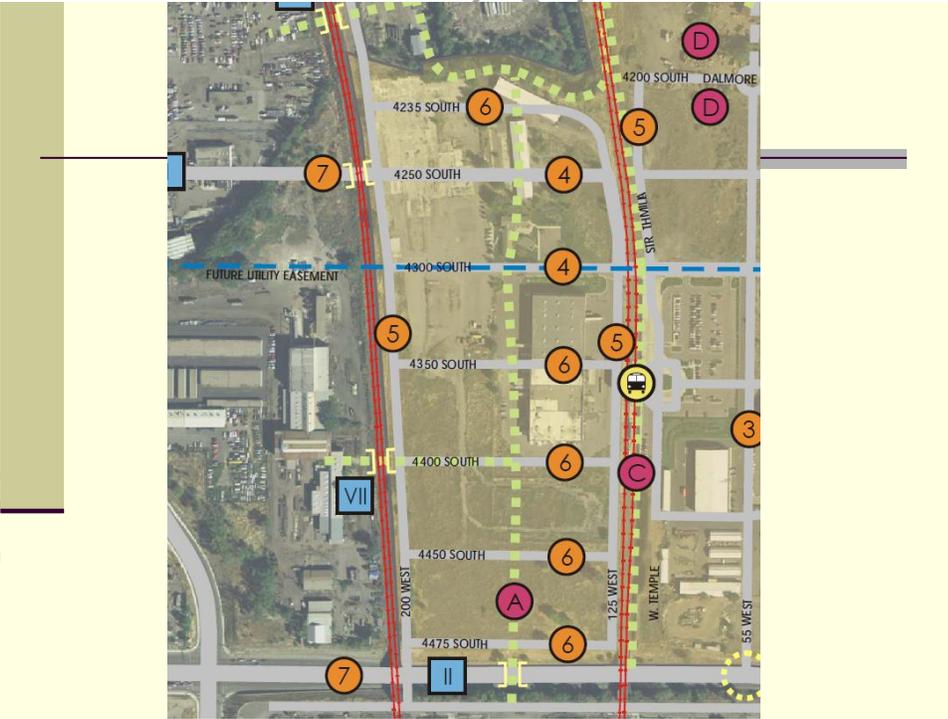
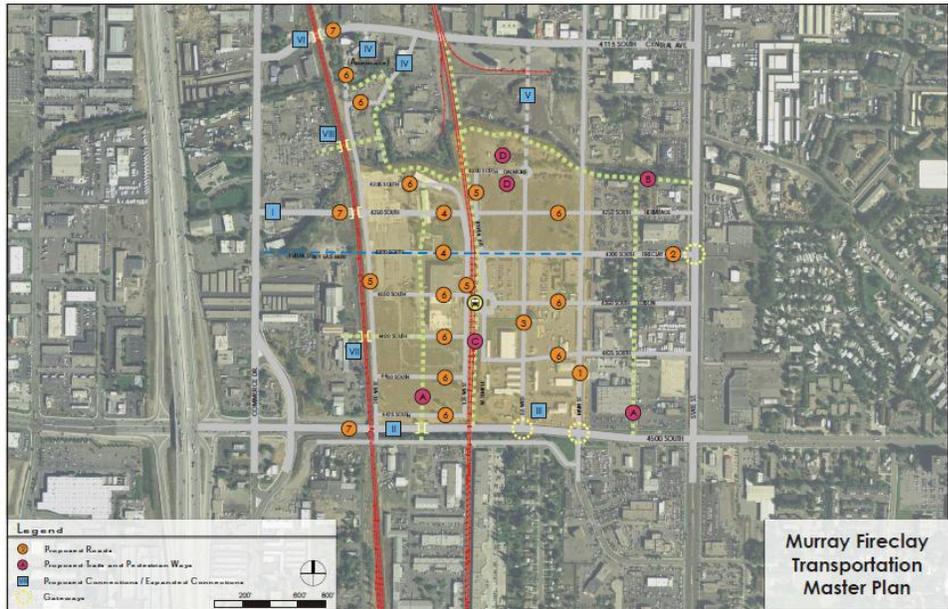
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Proposed Building Elevations



Proposed Changes to Fireclay Transportation Master Plan

1. Elimination of 4235 South
2. Modification of 125 West Section to allow for meandering trail
3. Modifications to 200 West
 - a. Limited reduction to landscape strip between the trail and roadway
 - b. Zero-foot front setback (only along 200 West)
 - c. 6-foot sidewalk and 5.5-foot planter strip between 4400 South and 4350 South
4. Modifications to 4400 South
 - a. Option B for ± 270 feet
 - b. Zero-foot front yard setback for ± 270 feet
5. Change 4250 South from Couplet to Residential Street
6. Allow Option B for 4350 South
7. Increase curb radius on Fireclay Avenue to 28 feet
8. **Reduce sidewalk width on bridge from 10.5 feet to 6 feet**
9. **Increase curb radius (up to 28 feet) on 4475 South to allow emergency vehicle access consistent with Fireclay**



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APPROVAL

Comparison Table		
	Current standard	Proposed
200 West	5' minimum building setback, 6' Sidewalk 9.5' foot planter strip.	0' building setback, 6' sidewalk and 5.5' planter strip between 4400 South and 4350 South.
Rail side trail(200 West and 125 West)	10.5' park strip, 10' trail and 15' landscape buffer (35' total width)	10' wide trail with 18-25' of landscaping, varying in width between street and trail and rail and trail to allow for meander (35' total width)
4400 South	15.5' total width including 9.5' park strip*, 6' sidewalk *may be reduced to 5.5' planter with City approval (Option B) 4' building setback	Option B for ±270 feet 0' building setback

Comparison Table		
	Current standard	Proposed
4250 South	Couplet: 25' pavement width, 5' building setback, 1 way travel lane, 1 striped parallel parking lane 6' sidewalk 9.5 foot planter	Residential Street 26' pavement width, 9.5' park strip, 6' sidewalk, no striped parking lane, but on-street parking is allowed
4350 South	Residential Street Standards	Option B for ±270'
Residential parking rate- West of Trax	2 bdrm or less: 1.5 sp/unit 3 bdrm or more: 1.85 sp/unit	2 bdrm or less: 1.125 sp/unit 3 bdrm or more: 1.4 sp/unit (Same parking rate if >75% structured parking)

Additional Issues

- Constraints on 125 West south of Trax station due to rail location
 - Applicant proposes to reduce landscape area to a minimum of 18 feet
 - Reduction request is based on constraints caused by rail location
 - Pathway will still be minimum width of ten feet required by the Master Plan
- Proposed reduction to sidewalks on bridge
- Increase curb radius on 4475 South to enable emergency vehicle access consistent with Fireclay

Proposed Changes to the TOD Chapter of the Zoning Ordinance

- Reduction to requirements for residential parking west of Trax
 - Parking rate proposed:
 - 2 bedroom or less: 1.125 spaces per unit
 - 3 bedroom or more: 1.4 spaces per unit
 - Rate is consistent with current TOD standards for developments with >75% structured parking

Process

- Proposed amendments have received recommendation from RDA and Planning Commission with final decision by the City Council.

Recommendation

1. Elimination of 4235 South;
2. Modification to 125 West to allow for meandering pathway (a minimum **28 foot** width rail-side trail corridor with 10-foot width trail and **18 feet of landscape area with open view fencing required**).
3. Proposed Modifications to 200 West (limited reduction in landscape area between the street and trail (a minimum 35 foot width rail-side corridor with 25 feet of landscape area is required), Zero-foot front setback only along 200 West, and a 6-foot Sidewalk and 5.5-foot planter strip between 4400 South and 4350 South;
4. The use of Option B for 4350 South ± 270 feet;
5. Modifications to 4400 South (Option B for ± 270 feet, Zero-foot front yard setback for ± 270 feet);
6. Change 4250 South from Couplet to Residential Street;
7. Increase curb radius on Fireclay Avenue to 28 feet;
8. Reduction to requirements for residential parking west of Trax.
9. **Reduce sidewalk width on bridge from 10.5 feet to 6 feet**
10. **Increase curb radius (up to 28 feet) on 4475 South to allow emergency vehicle access consistent with Fireclay**